

# Portfields

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## Revitalizing Port Communities



[www.brownfields.noaa.gov](http://www.brownfields.noaa.gov)

# Portfields

## What is Portfields?

- A federal interagency effort to address brownfields in port and harbor areas.
- Emphasis on development of environmentally-sound port facilities.
- Originated from the National Brownfields Partnership.



# Portfields

## Why Portfields?

- 95% of U.S. foreign trade travels through our Nation's ports.
- Waterborne commerce contributes \$742 Billion to GDP, and employs 13 million people.
- Volume expected to double by 2020.
- Open space is limited in many port areas, while brownfields are common.
- Brownfields cleanup can facilitate port redevelopment, and provide economic, environmental, and social benefits.



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## Portfields Federal Agencies

Department of Commerce

- National Oceanic and Atmospheric Administration
- Economic Development Administration

Environmental Protection Agency

- Office of Brownfields Cleanup and Redevelopment
- Office of Policy, Economics, and Innovation

Department of Housing and Urban Development

Department of the Interior

Department of Labor

- Employment and Training Administration

Department of Transportation

- Maritime Administration
- Volpe Center

US Army Corps of Engineers





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## Portfields- Phased Approach

### *Phase I – “Learning Phase”*

- Interviewed representatives from ports that have successfully incorporated brownfields redevelopment into port activities.
- Partnered with the International City/County Management Association (ICMA) to develop a Portfields Phase I Report in the Fall 2003.  
(<http://www.brownfields.noaa.gov>)

### *Phase II – “Select Pilot Ports”*

- Portfields federal partners selected three ports for a demonstration pilot:
  - New Bedford, MA
  - Bellingham, WA
  - Tampa, FL



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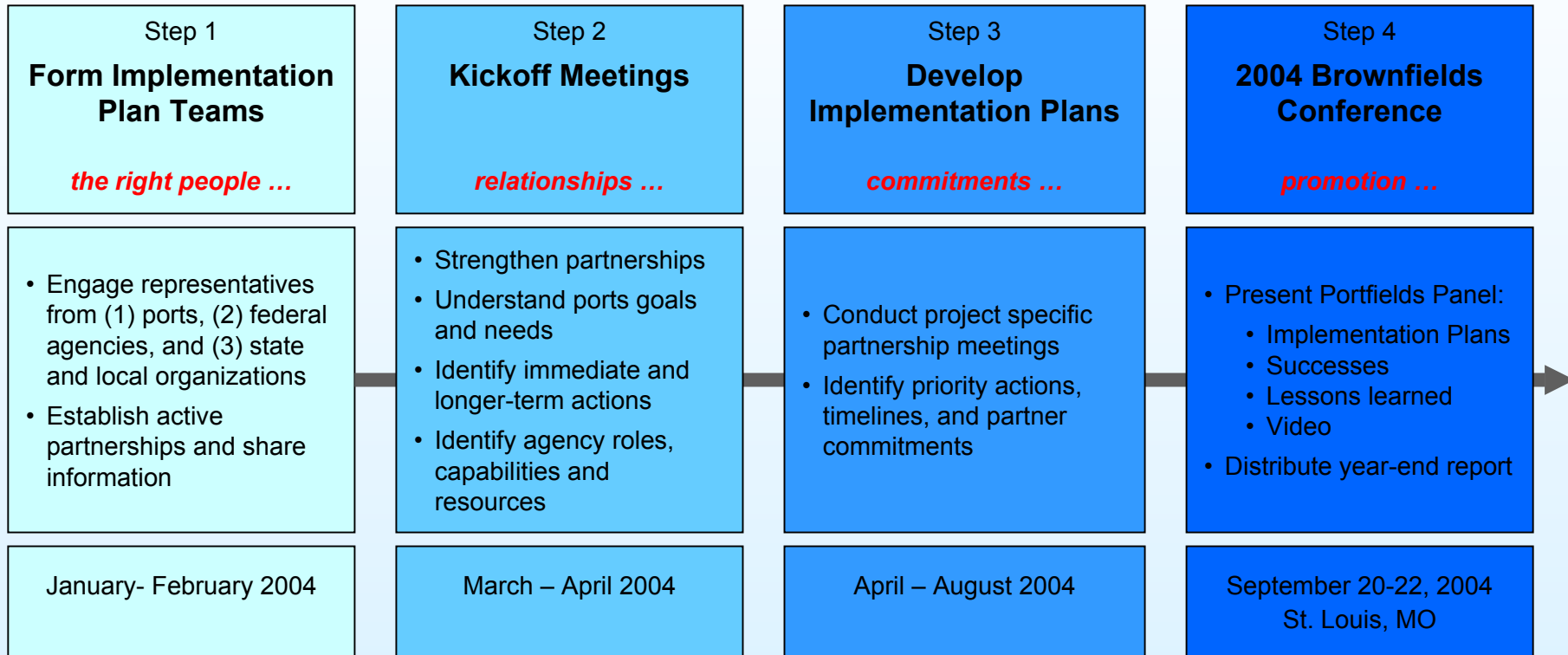
## Phase III “Portfields Implementation”

- Federal agencies will work in partnership to provide coordinated and targeted resources to Pilot Ports.
- Goals include:
  - Community & waterfront revitalization
  - Economic development & job creation
  - Marine transportation enhancement
  - Coastal resource protection & restoration
  - Homeland security
- Portfields will build on the Port’s existing efforts to be both an engine of commerce and a good steward of the environment.
- Transfer lessons learned to other port communities.



# Portfields Pilot

## FY04 Milestones



### Federal Agency Action on Immediate Opportunities

#### Outreach

- To the Public
  - Portfields website
  - Brochure and video
  - Year-end report
- To Congress
  - *Portfields Coalition*
  - Federal agency congressional briefings
- To Partners
  - Implementation Plan Team working websites

#### Technical Transfer

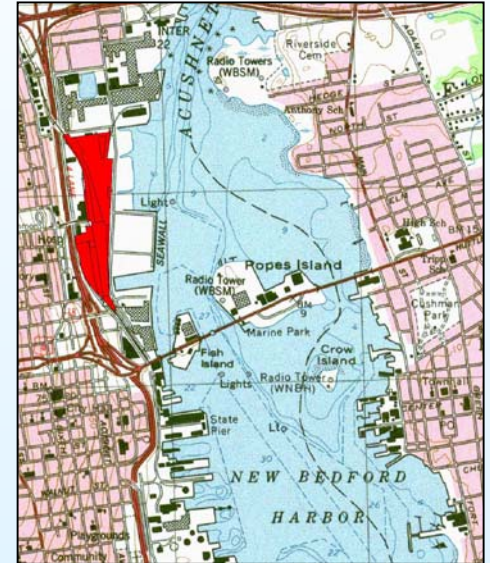
- Best practices and “lessons learned” report
- Inventory of federal activities at pilot ports
- Inventory of prospective coastal brownfields redevelopment resources – funding and technical services



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## New Bedford Portfields Issues

- Intermodal Transportation
- Marine Transportation System (MTS) enhancements
- Public Access
- Brownfields cleanup/reuse
- Habitat restoration
- Waterfront planning

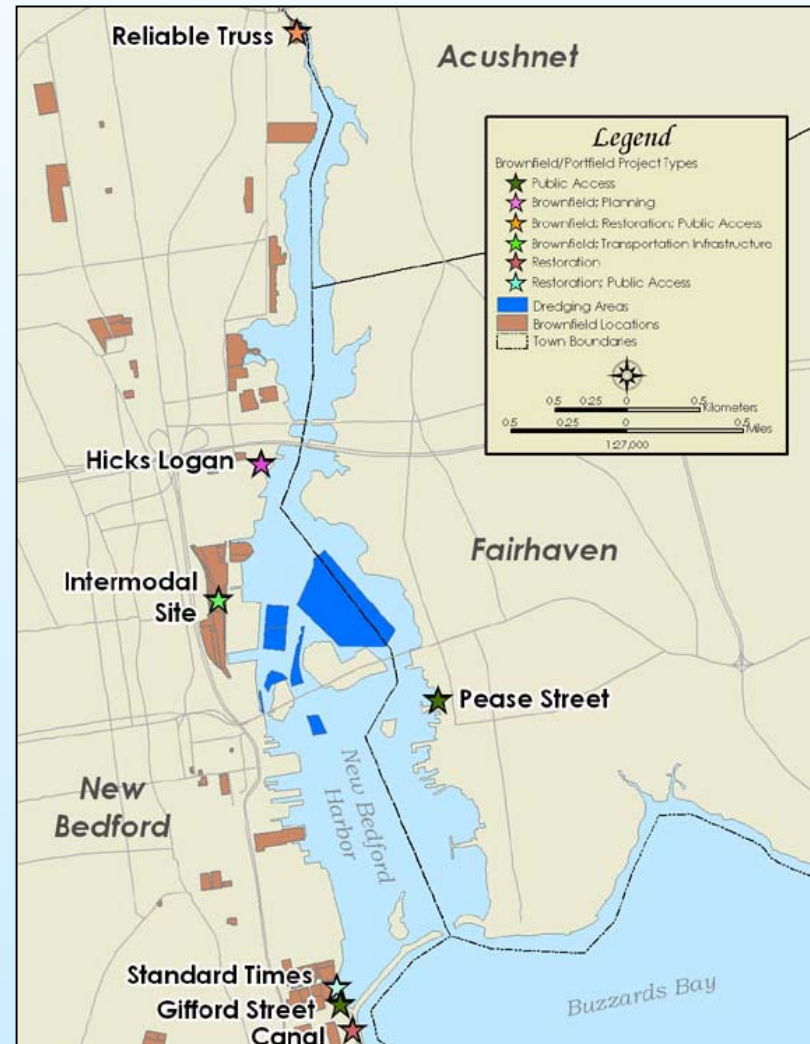




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## New Bedford Portfields Projects

- Multimodal transportation site
- Navigation and cleanup dredging
- Palmers Cove and Reliable Truss cleanup, habitat restoration, and public access
- Hicks-Logan redevelopment area
- Boat ramp, storage, repair, marina facilities, and public access at Gifford Street and Pease Street
- Combined sewer overflow relocation



## Hicks-Logan Revitalization – Overview and Desired Outcomes

- Creation of a mixed-use redevelopment plan for a 130 acre area that demonstrates the application of smart growth principles:
  - Detailed analysis of infrastructure needs
  - Detailed land inventory (ownership, assessed values, landuses, etc.)
  - Relocation alternatives strategy
- Strengthening of regional approaches linking economic development and open space preservation that builds on existing efforts.
- Development of a mixed-use area (residential, commercial, industrial, R&D) that will create needed housing and job opportunities as well as open space, waterfront access, recreational boating facilities.

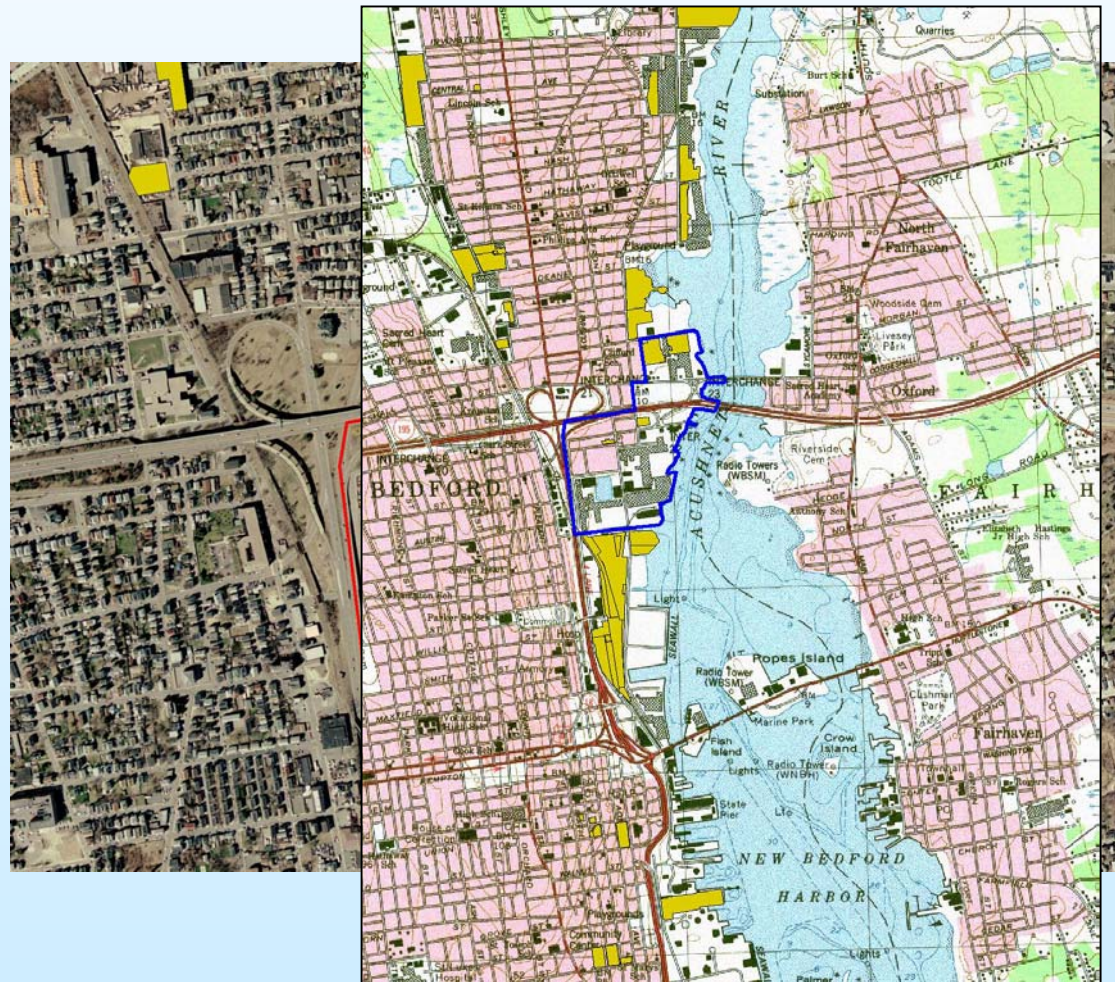
## **Hicks-Logan Revitalization – Current Status**

- Conceptual alternatives for Hicks Logan development – builds on Harbor Plan.
- Received grant from SouthCoast Development Partnership to conduct preliminary planning and visioning:
  - Inventory and analysis of existing conditions and planned infrastructure improvements
  - Interviews with property owners, business owners and other stakeholders
  - Preliminary economic context analysis

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## Hicks-Logan redevelopment area – existing conditions

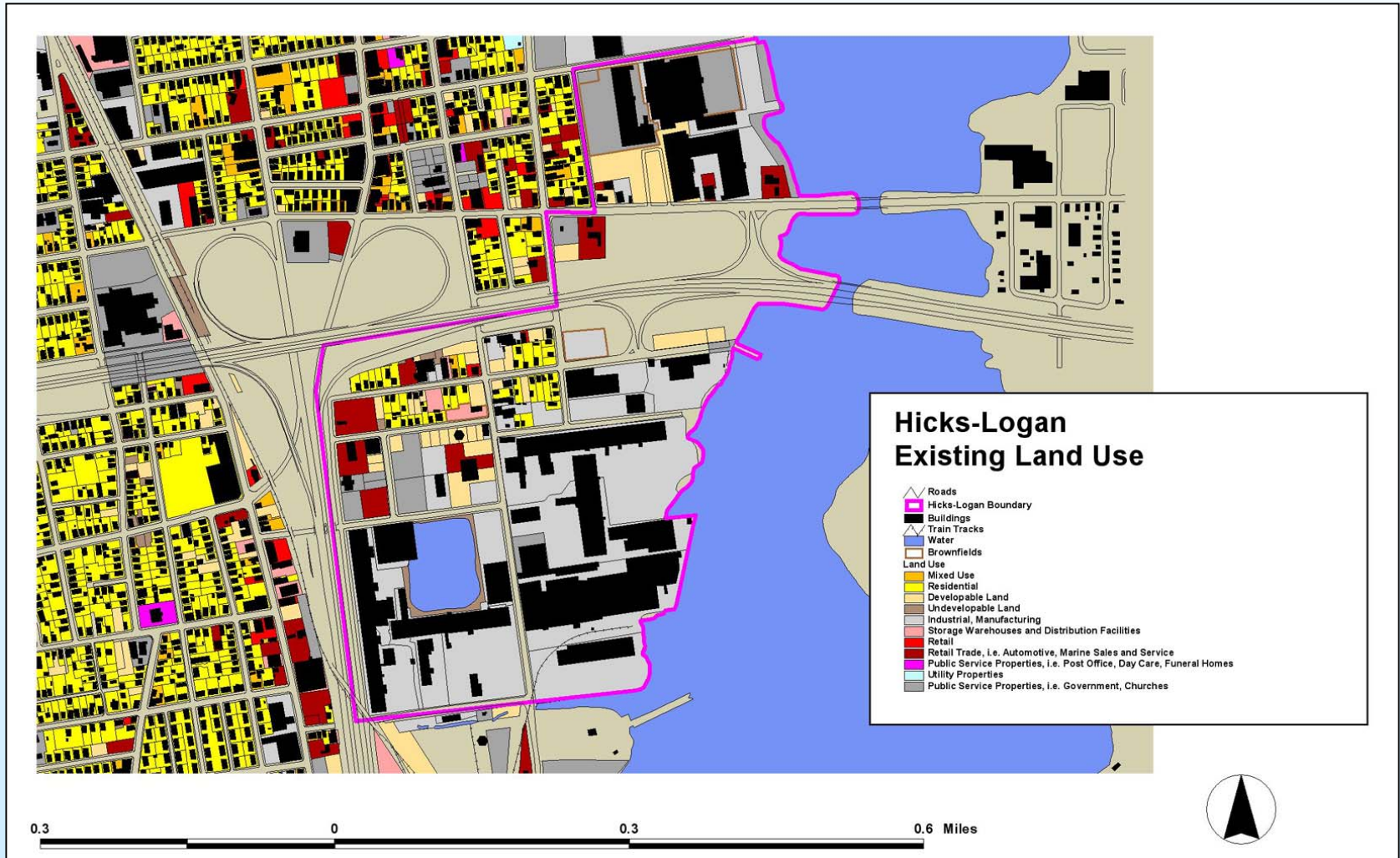
- 130 acres, 13 city blocks, 128 parcels
- 82 housing units on 34 parcels and 4 acres
- 2,367,990 ft<sup>2</sup> of existing building square feet
- 13 old mill parcels, 45 acres or 47% of total acres
- Building ft<sup>2</sup> in old mills = 1,778,604 sf or 75% of the total





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## Hicks-Logan redevelopment area – existing conditions



## Hicks-Logan Revitalization – Context

- Hicks-Logan embodies the industrial history of New Bedford:
  - Wamsutta Cotton Mills
  - Fairhaven Cotton Mills
  - Grinnel Manufacturing Company
  - Bristol Manufacturing Corporation
  - Revere Copper
- Revere Copper plant built in 1860s to produce copper sheathing for whaling ships.
- Cotton textile manufacturing starts in 1860s.
- Most existing mills date from the late 19<sup>th</sup> century and early 20<sup>th</sup> century.

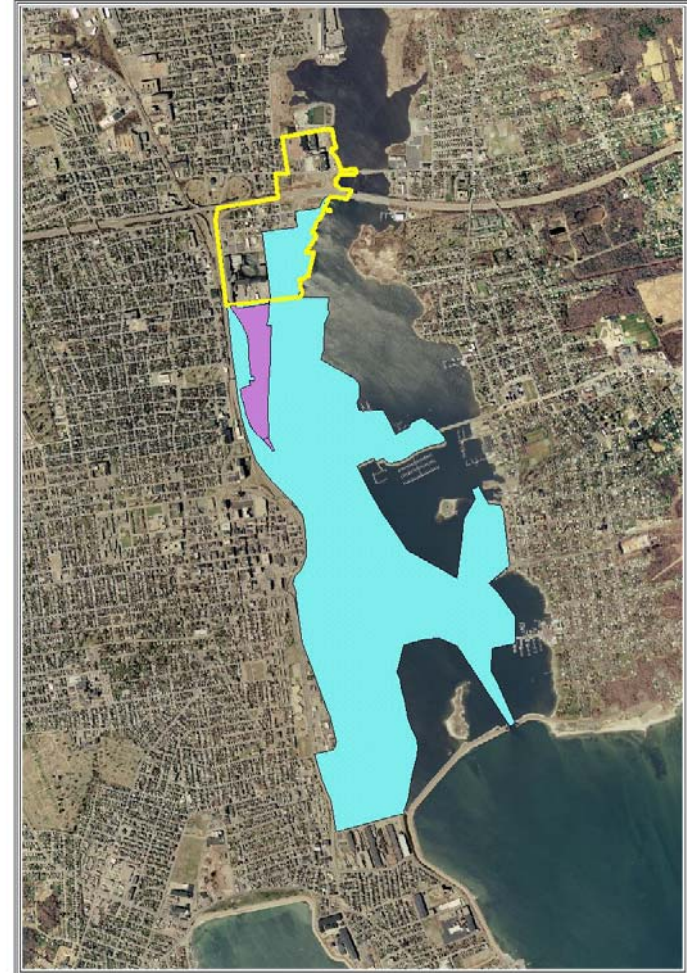
## **Hicks-Logan Revitalization – Context**

- Residential population of approximately 235 is extremely low income and predominantly Latino.
- New Bedford commercial and industrial property values in 2002 remain 25% and 40% below 1992 values.
- Hicks-Logan property values are even lower than in the city as a whole.



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## Hicks-Logan Revitalization – Context

- Excellent highway access.
- Nearby ferry access.
- Potential commuter rail access.
- Adjacent to Designated Port Area.



### New Bedford Waterfront

-  Hicks Logan
-  Intermodal Center
-  DFA and Waterfront Overlay District



## Hicks-Logan – General Considerations

- Infrastructure
  - Many water and sewer mains date from the late nineteenth century
  - Some water mains installed as late as 1977
  - Sewer pumping station at corner of Coggeshall and Belleville
- Traffic counts
  - Coggeshall at Fairhaven town line: 15,600 per day
  - Sawyer east of Route 18: 6,800 per day
  - I-195 at Fairhaven town line: 42,800 per day
  - Herman Melville Blvd at Acushnet Ave: 4,900 per day
  - North Front Street functions as truck haul road from DPA to interstate

## Hicks-Logan – General Considerations

- Public Realm
  - Deteriorated sidewalks
  - Minimal street trees and street lighting
  - Empty lots collect debris
  - Illegal dumping common
  - Public open space limited to one basketball court
  - Limited pedestrian access to adjacent neighborhoods

## Hicks-Logan – General Considerations

- Building conditions
  - Mill buildings in use are in reasonable condition
  - Most have 12' by 20' modules
  - Long and narrow with lots of windows
  - Suitable for residential
  - Suitable for European-style office – emphasizing natural daylight and ventilation

## Hicks-Logan – General Considerations

- Distinctive features
  - Wamsutta Pond
  - Unique industrial history in the Revere Copper plant
  - Mills with truck ramps to second stories could become terraces, gardens, or other amenities
  - City and water views from upper stories of mills



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## Hicks-Logan – Previous planning ideas

- *New Bedford/Fairhaven Harbor Plan* – Although the Hicks-Logan area is not in the Designated Port Area, it is largely in the “waterfront overlay district” identified in the harbor plan
- The following concepts were identified for the area south of I-195:
  - New marina and public boat ramp along the river from Washburn to Kilburn Street.
  - Public open space on the river from Kilburn Street to the Revere Copper building.
  - Mill revitalization and job creation, including an Urban Industrial Park.
  - Attractive new community gateway.

## Smart Growth Principles

- Compact, multi-use development
- Open space conservation
- Expanded mobility and variety of transportation options
- Infill, redevelopment and adaptive reuse
- Efficient management of infrastructure
- Strong sense of place
- Streamlined and predictable development decisions

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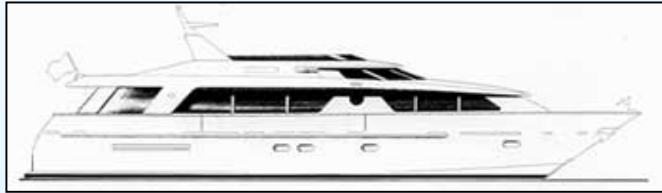
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## Hicks-Logan Attractors

- Waterfront
- Transportation access: highway, ferry and (hopefully) commuter rail
- Sense of place linked to industrial history
- Unusual features like ramps and mill pond
- Views from upper stories

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## Concept 1: Safe Harbor – Mega Yachts and Mixed Use





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## Concept 2: Sustainable Environment Technologies - High School and Demonstration District



**Recycling is good for sustainability – but let's do it a better way....**

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## Concept 3: Entertainment District: Nightclubs and Recreation



**Industry by day... Entertainment by night, programming and events on the weekends. Begin to create the idea that this is a safe and fun place to be....**

## Concept 4: Marine Technology and Manufacturing

- SMAST is world renowned center for marine science research and development of innovative technologies.
- Massachusetts Fisheries Institute – collaboration between SMAST and DMF plans to locate major research facility in New Bedford.
- Marine science technology sector identified by SouthCoast Development Partnership and Governor's Regional Competitiveness Council as strategic development initiative for SouthCoast.

## **Hicks-Logan Revitalization – Key Challenges**

- Estimated cost for creation of fully implementable strategic plan \$200,000.
- Limited land available means City must champion creative and sensitive organization of mixed uses to maximize economic and amenity values and minimize traffic, other adverse impacts.
- Create a physical master plan and development and design guidelines to demonstrate how to manage complex adjacencies of different uses.
- Adopt a regional approach to balancing economic development and open space protection.
- Effective regional approaches to linking economic development and open space protection have proven difficult to implement in Massachusetts, with its large number of municipalities and strong home rule tradition.

## Hicks-Logan Revitalization – Key Steps

- Prepare applications for funding for a master plan to EDA, EPA:
  - \$20K from SouthCoast Development Partnership (\$9K remaining)
  - \$20K contract with NOAA (committed)
  - Up to \$100K through EPA Brownfields and Smartgrowth program (potential)
  - EDA technical assistance and Economic Adjustment Act funds might be used to cover the balance, but requires 40% match
- With funding, prepare an economic analysis of conceptual alternatives developed in phase I.
- Prepare a Smart Growth analysis of conceptual alternatives developed on Phase I.



## Hicks-Logan Revitalization – Key Steps

- Consult with stakeholders.
- Develop preferred alternative for Hicks-Logan: land use plan, waterfront plan, environmental/recreational/open space plan, market analysis and plan, transportation plan, regulatory and management plan.
- Consult with stakeholders; revise and finalize plan; report.
- Master plan evolves into urban renewal plan detailing specific implementation roles for public and private sectors (longer-term).
- With funding, completion of plan envisioned within two years (July 2006).
- Implementation will probably entail a 10-year process (circa 2016).

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## Portfields Lessons Learned to Date

- Portfields is much more than simply brownfields clean up and reuse.
- Value of face-to-face engagement – get the right players to the table!
- Local champions need to challenge partners to think broadly & be creative.
- Synergy of partnerships.
- Leverage additional funding & resources.



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